

line “UNITED STATES-CHILE EAC/JCEC MEETING” and

(2) Tia Potskhverashvili, Office of the United States Trade Representative, Office of Environment and Natural Resources, by email at tiapots@ustr.eop.gov with the subject line “UNITED STATES-CHILE EAC/JCEC MEETING”

In your RSVP, please include your full name and affiliation.

If you have access to the internet, you can view and comment on this notice by going to: <http://www.regulations.gov/#/home> and searching for docket number DOS–2022–0020.

FOR FURTHER INFORMATION CONTACT: Neal Morris, (202) 550–6348, MorrisND@state.gov, and Tia Potskhverashvili, (202) 395–5414, tiapots@ustr.eop.gov.

SUPPLEMENTARY INFORMATION: The United States and Chile negotiated the United States-Chile FTA and United States-Chile ECA in concert, signing the FTA on June 6, 2003, in Miami, USA and the ECA on June 17, 2003, in Santiago, Chile. Article 19.3 of the FTA establishes an Environment Affairs Council (Council). The Council discusses implementation of Chapter 19 of the FTA, and its meetings include a public session. The Joint Commission on Environmental Cooperation (Commission) was established in Article II of the ECA. The Commission evaluates cooperative activities under the ECA, recommends options for improving cooperation, and establishes work programs that reflect national priorities and that identify the scope and focus of environmental cooperation activities. Commission meetings also include a public session.

The Council and Commission last met in September 2018 in Santiago, Chile. The Council reviewed the implementation of the Environment Chapter of the FTA. The Commission approved the 2018–2020 Work Program, which built on previous successes and identified activities to achieve the long-term goals of: (1) strengthening effective implementation and enforcement of environmental laws and regulations; (2) encouraging development and adoption of sound environmental practices and technologies, particularly in business enterprises; (3) promoting sustainable development and management of environmental resources, including wild fauna and flora, protected wild areas, and other ecologically important ecosystems; and (4) encouraging civil society participation in the environmental decision-making process and environmental education.

If you would like to attend the public session, please notify Neal Morris and

Tia Potskhverashvili at the email addresses listed above under the heading **ADDRESSES** and RSVP. Please include your full name and identify any organization or group you represent. In preparing comments, we encourage submitters to refer to:

- Chapter 19 of the FTA and
- the ECA.

These documents are available at: <https://www.state.gov/key-topics-office-of-environmental-quality-and-transboundary-issues/current-trade-agreements-with-environmental-chapters/#chile> and <https://ustr.gov/issue-areas/environment/bilateral-and-regional-trade-agreements>. Visit <http://www.state.gov> and the USTR website at www.ustr.gov for more information.

Sherry Z. Sykes,

Director, Office of Environmental Quality, U.S. Department of State.

[FR Doc. 2022–15644 Filed 7–21–22; 8:45 am]

BILLING CODE 4710–09–P

DEPARTMENT OF STATE

[Public Notice: 11789]

Notice of Determinations; Additional Culturally Significant Objects Being Imported for Exhibition—Determinations: “Meret Oppenheim: My Exhibition” Exhibition

SUMMARY: On January 11, 2022, notice was published on page 1470 of the **Federal Register** (volume 87, number 7) of determinations pertaining to certain objects to be included in an exhibition entitled “Meret Oppenheim: My Exhibition.” Notice is hereby given of the following determinations: I hereby determine that certain additional objects being imported from abroad pursuant to agreements with their foreign owners or custodians for temporary display in the aforesaid exhibition at the Museum of Modern Art, New York, New York, and at possible additional exhibitions or venues yet to be determined, are of cultural significance, and, further, that their temporary exhibition or display within the United States as aforementioned is in the national interest. I have ordered that Public Notice of these determinations be published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: Chi D. Tran, Program Administrator, Office of the Legal Adviser, U.S. Department of State (telephone: 202–632–6471; email: section2459@state.gov). The mailing address is U.S. Department of State, L/PD, 2200 C Street NW (SA–5), Suite 5H03, Washington, DC 20522–0505.

SUPPLEMENTARY INFORMATION: The foregoing determinations were made

pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985; 22 U.S.C. 2459), E.O. 12047 of March 27, 1978, the Foreign Affairs Reform and Restructuring Act of 1998 (112 Stat. 2681, *et seq.*; 22 U.S.C. 6501 note, *et seq.*), Delegation of Authority No. 234 of October 1, 1999, Delegation of Authority No. 236–3 of August 28, 2000, and Delegation of Authority No. 523 of December 22, 2021.

Stacy E. White,

Deputy Assistant Secretary for Professional and Cultural Exchanges, Bureau of Educational and Cultural Affairs, Department of State.

[FR Doc. 2022–15744 Filed 7–21–22; 8:45 am]

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SURFACE TRANSPORTATION BOARD

[Docket No. FD 36627]

TGS Cedar Port Railroad LLC—Operation Exemption—in Chambers County, Tex.

TGS Cedar Port Railroad LLC (TGSC), a noncarrier, has filed a verified notice of exemption pursuant to 49 CFR 1150.31 to operate on track extending approximately 1.28 miles from a connection with the Cedar Bayou Industrial Lead at milepost 5.22 in Chambers County, Tex. (a line owned by Union Pacific Railroad Company (UP) and operated over by UP and BNSF Railway Company (BNSF)) to milepost 6.5 (as measured from the southern end of the Cedar Bayou Industrial Lead) (the Line).

This transaction is related to a concurrently filed verified notice of exemption in *Trans-Global Solutions, Inc.—Continuance in Control Exemption—TGS Cedar Port Railroad*, Docket No. FD 36628, in which TGSI seeks to continue in control of TGSC upon TGSC’s becoming a Class III rail carrier.

According to the verified notice, the Line is owned by TGSC’s affiliate, TGS Cedar Port Partners LP (TGSLP), also a noncarrier, is currently operated as private industrial track by TGSC’s parent company, Trans-Global Solutions, Inc. (TGSI), and connects to ancillary track within the TGS Cedar Port Industrial Park (the Park). TGSC states it has reached an agreement with TGSLP pursuant to which TGSC will acquire the right to conduct railroad common carrier service on the Line on or after the effective date of the exemption. TGSC also states that this service, including on the ancillary track within the Park, will constitute the entirety of TGSC’s railroad operations,

and as such, that the Board has jurisdiction over the proposed common carrier service under *Effingham Railroad—Petition for Declaratory Order—Construction at Effingham, Ill.*, 2 S.T.B. 606, 608 (1997) and *Effingham Railroad—Operation Exemption—Line Owned by Agracel*, FD 33468 (STB served Sept. 24, 1997).

TGSC certifies that its projected annual revenue will exceed \$5 million but that the proposed transaction will not result in TGSC becoming a Class I or Class II rail carrier. TSGC states advance notice under 49 CFR 1150.32(e) is not required because there are currently no common carrier operations on the Line. TGSC also states the proposed transaction will not contractually limit its ability to interchange traffic with any third-party connecting carrier.

The transaction may be consummated on or after August 6, 2022, the effective date of the exemption (30 days after the verified notice was filed).

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than July 29, 2022 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36627, must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on TGSC's representative, Robert A. Wimbish, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606-3208.

According to TGSC, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at www.stb.gov.

Decided: July 18, 2022.

By the Board, Mai T. Dinh, Director, Office of Proceedings.

Aretha Laws-Byrum,
Clearance Clerk.

[FR Doc. 2022-15668 Filed 7-21-22; 8:45 am]

BILLING CODE 4915-01-P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36628]

Trans-Global Solutions, Inc.— Continuance in Control Exemption— TGS Cedar Port Railroad LLC

Trans-Global Solutions Inc. (TGSI), a noncarrier, has filed a verified notice of exemption under 49 CFR 1180.2(d)(2) to continue in control TGS Cedar Port Railroad LLC (TGSC), a noncarrier controlled by TGSI, upon TGSC's becoming a Class III rail carrier. According to the verified notice, the proposed transaction will allow TGSI to continue to exercise common control of TGSC and one other rail carrier, Austin Area Terminal Railroad, Inc. (AATR).

This transaction is related to a concurrently filed verified notice of exemption in *TGS Cedar Port Railroad LLC—Operation Exemption—in Chambers County, Tex.*, Docket No. FD 36627, in which TGSC seeks to begin common carrier operations over approximately 1.28 miles of presently unregulated track in Chambers County, Tex.

The verified notice states that TGSI controls AATR, a Class III railroad that retains operating authority on certain rail lines in and around Austin, Tex.¹ TGSI certifies the proposed transaction does not include a provision restricting future interchange with a third-party connecting carrier.

TGSI represents that: (1) the rail line to be operated by TGSC would not connect with the tracks over which AATR retains operating authority; (2) the control transaction is not part of a series of anticipated transactions that would result in such a connection; and (3) the transaction does not involve a Class I rail carrier. The proposed transaction is therefore exempt from the prior approval requirements of 49 U.S.C. 11323 pursuant to 49 CFR 1180.2(d)(2).

The transaction may be consummated on or after August 6, 2022, the effective date of the exemption (30 days after the verified notice was filed).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. However, 49 U.S.C. 11326(c) does not provide for labor protection for transactions under 49 U.S.C. 11324 and

¹ See *Austin W. R.R.—Operation Exemption—Cap. Metro. Transp. Auth.*, FD 35072 (STB served Sept. 14, 2007); *Austin Area Terminal R.R.—Change in Operators Exemption—Trans-Glob. Sols., Inc.*, FD 33972 (STB served Dec. 20, 2002). TGSI asserts that the lines over which AATR used to operate are now exclusively operated by Austin Western Railroad, Inc., and that AATR intends to seek discontinuance authority in the future.

11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than July 29, 2022 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36628, must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. In addition, one copy of each pleading must be served on TGSI's representative, Robert A. Wimbish, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606-3208.

According to TGSI, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at www.stb.gov.

Decided: July 18, 2022.

By the Board, Mai T. Dinh, Director, Office of Proceedings.

Aretha Laws-Byrum,
Clearance Clerk.

[FR Doc. 2022-15671 Filed 7-21-22; 8:45 am]

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SURFACE TRANSPORTATION BOARD

[Docket No. FD 36627]

TGS Cedar Port Railroad LLC— Operation Exemption—in Chambers County, Tex.

TGS Cedar Port Railroad LLC (TGSC), a noncarrier, has filed a verified notice of exemption pursuant to 49 CFR 1150.31 to operate on track extending approximately 1.28 miles from a connection with the Cedar Bayou Industrial Lead at milepost 5.22 in Chambers County, Tex. (a line owned by Union Pacific Railroad Company (UP) and operated over by UP and BNSF Railway Company (BNSF)) to milepost 6.5 (as measured from the southern end of the Cedar Bayou Industrial Lead) (the Line).

This transaction is related to a concurrently filed verified notice of